Introduction of Rail Bus

1836. SHRI KAMAL MORARKA: Will the Minister of RAILWAYS be pleased to state:

(i) whether it is a fact that the Research Designs and Standards Organisation of Indian Railways are in the process of developing Rail Bus;

(b) if so, what is the present stage of research;

(c) by when the rail bus is likely to be introduced; and

(d) to what extent rail buses are cost effective as compared to many non-i em anerativ© t/aina presently running?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRIK. C. LANKA); (a) Yes, Sir.

(b) and (c) Procurement action has been initiated for five BG and five MG Rail Buses. The first prototype BG Rail Bus is likely to be supplied by ApttQ, 1994 for oscilation trial and experiments. The Tender for procurement of MG Rail Bus is due for opening in June, 1993.

(d) There are a large number of low density branch lines on which steam.hauled trains ade running with 34 coaches with low occupancy. Rail buses are expected to be a cheaper alternative for this application.

Losses neurred by uneconomic lines In the country

1837. SHRI KAMAL MORARKA:
SHRI >CRISHAN LAL SHARMA:

Will the Minister of RAILWAYS be pleased to refer to answer to Un-starred Question 361 given in the Rajya Sabha on 28th April, 1993 and state:

(a) The number of non-remuera-tive trains operated during the last three years alongwith the losses suffered due to them year-wfise;

(b) what steps are proposed to be taken to reduce the losses;

(c) what are the details thereof; and

(d) the measures Government propose to take to scrap these lines?

THE MINISTER OF STATE IN THE MINISTRY OF RADLWAYS (SHRI K. C. LENKA); (a) Train-wise profitability is not maintained. However, the number of Branch lines found unremunerative during the last three years alongwith the losses suffered thereof yearwise is indicated below:

Year	No. of lines	Losses suffered
1989-90	146	Rs. 106 crore
1990-91	120	Rs. 114 crore
1991-92	116	Rs. 123 crore

(b) and (c) Vaiious steps like replacement of passenger trains by Mixed trains, introduction of 'One Engine Only' systt m, economy in staff, curbing ticket less travel closure of unremunerative stations and halts or converting them into contractor operated hats etc. have been taken to reduce th» losses.

(d) Closure ol 40 uneconomic branch lines recorr. mended by the Railway Reforms Committee is being done in a phased manner in consultation with the concerned State Governments,. So far, 1 i such lines have been closed I dismantled.

संसद सदस्यों के लिये रेलगाड़ियों में आरक्षण कोटा

1838. श्री अजीत जोगी :

श्री छोटूभाई पटेल :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि पहले प्रत्यक रेलगाड़ी में संसद सदस्यों के लिये आरक्षण का कोटा होता था ;

(ख) यदि हां, तो क्या सरकार उक्त आरक्षण प्रणाली को पुनः आरंभ करने का विचार रखती है ;

(ग) यदि हां, तो तत्संबंधी ब्यौरा क्या है ; और

(घ) यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री के० सी० लेंका :(क)दिल्ली क्षेत्र से चलने वाली/गुजरने वाली अधिकांश गाड़ियों में संसद सदस्यों के लिए आरक्षण कोटा बराबर उपलब्ध है ।

(ख) से (घ) प्रश्न नहीं उठता ।

Committee to review the passenger fare and freight rates

1839. SHRI RAMDAS AGARWAL: Will the Minister of RAILWAYS be pleased to state;

(a) whether Government have set-up a Committee recently to re view the passenger fare and freight rates ag reported in the Economic Times dated 21st April, 1993;

(b) if so, whether Government have received the Report if so, what are the recommendations made by it; and

(c) what decision Government-propose to take or have taken so far implement the recommendation* thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS: (SHRI K. C. LENKA); (a) The Government have constituted Railway Fare and Freight Committee with effect from 24.10.1991.

(b) No, Sir.

(c) Does not arise, since the report is yet to be received.

Railway line to Connect Thakazhi-Thirnvala-Punalior

1840. SHRI M. A. BABY; Will the Minister of RAILWAYS be pleased to state;

(a) whether a proopsal to construct a link Railway line to connect Thakazhi - Thimvalla - Punaloor is under Government's consideration;

(b) whether Government propose to study the viability of this proposal in view of the tremendous commercial importance of the Central Kerala and the possibility of the above mentioned line to link the hilly and coastal regirng- of Kerala and its commercial and passenger utility; and